

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

General Aviation Certification and Operations Issue Area
Experimental/Restricted Category Operations Working Group
Task 1 – Experimental and Restricted Category Aircraft

Task Assignment

Aviation Rulemaking Advisory Committee; General Aviation Operations Subcommittee; Definition of Emergencies Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Definition of Emergencies Working Group.

SUMMARY: Notice is given of the establishment of a Definition of Emergencies Working Group by the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Myres, Executive Director, General Aviation Operations Subcommittee, Flight Standards Service (AFS-850), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8150; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation Operations Subcommittee was established at that meeting to provide advice and recommendations to the FAA regarding the operation of general aviation aircraft and certification of airmen under parts 61, 91, 125, 133, 137, 141, and 143 of the Federal Aviation Regulations. At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the Definition of Emergencies Working Group.

Specifically, the working group's task is the following:

Evaluate the advantages and disadvantages of revising the definition of emergencies. Should § 91.3 be revised to include allowances for pilots taking action in response to an emergency that is other than flight or inflight emergencies? For example, pilots who respond to public emergencies such as fires, accidents, and natural disasters. Should an exception be granted to allow preplanned response to these emergencies? Within 90 days of establishment of the subcommittee, the subcommittee should receive a detailed review of the work committee's activities, planned future activities, and the timetable for those activities.

The Definition of Emergencies Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent General Aviation Operations Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Definition of Emergencies Working Group will be not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

Ron Myres,

Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.

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Analysis completed; no recommendation resulted.

FAA Action – Not Available